

“A Lesson in Making Michigan State University’s Campus More Bike Friendly”

**Presentation at 2013
Michigan Traffic Safety Summit**



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OUTLINE



- **MSU Statistics**
- **Accident Reduction Plan**
- **Accident Prevention Philosophies**
- **Transportation Priorities**
- **Implementation**
- **Bicycle-Specific Features**
- **Questions**

MSU Statistics



- **Students: 48,906**
- **Staff: 11,400**
- **Visitors: 100-60,000 per day**
- **Roads: 54 lane miles**
- **Pathways: 3.2 miles**
- **Bike lanes & Sharrows: nearly 60% roads (0% in 2000)**
- **Sidewalks: 104 miles**

Accident Reduction Plan



- Impetus was too many serious accidents in 1993-94 period
- Successful -- 95% reduction in major personal injuries
- Total Bike Accidents:
 - 1993: 32
 - 2009: 12(all 12 were sidewalk bicyclists)

Accident Prevention Philosophies



- Provide good visibility
- Reduce traffic volumes by encouraging shorter trips
- Use traffic signal timing to discourage cut-through traffic



Implementation



Create good visibility by improving sight lines



- Remove Redundant Traffic Signs
- Clear vision policy
- Remove shrubs, trees/ branches

Reward Short Trips, Penalize Long Trips



- Remove Some Roads
- Make Others More Efficient
- Discourage Cut-Through Traffic (Reduces Volume & Conflicts)

Control Parking By Careful Planning



- **Eliminate on-street parking**
- **Make parking an integral part of the overall transportation plan:**
 - **Provide parking (ramps & surface lots) on the campus perimeter**
 - **Locate off major roads.**
 - **Prefer ramps to surface lots**

Bicycle-Specific Features

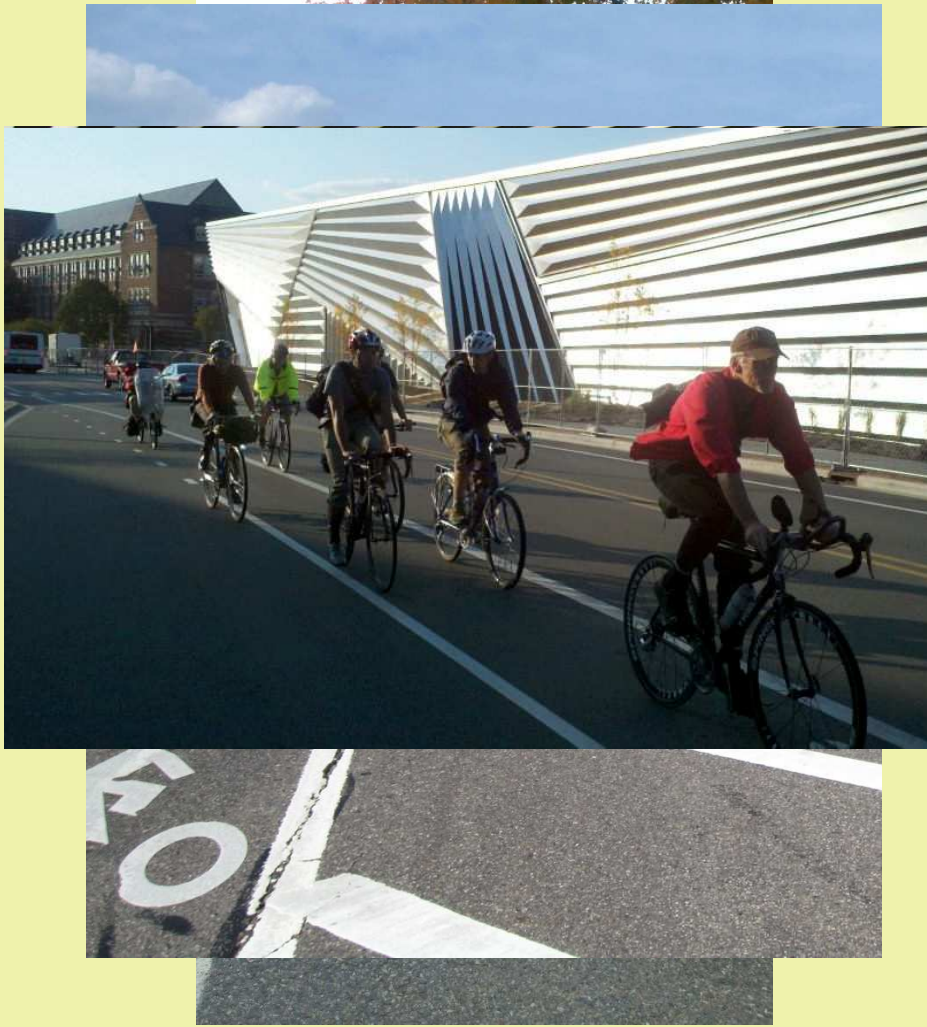


Safe cycling is a behavioral /educational problem



- Major problem is cyclists riding on sidewalks
- Cyclists too often collide with pedestrians
- Pedestrians using bike facilities

Bike Lanes



- **Scheduled for all roads.**
- **Roads are smoother and safer (have rules).**
- **Bike lanes may create own problems:**
 - **Illegal parking**
 - **Pedestrian use**
 - **Bike lane traffic jams**

QUESTIONS?

